

City of San Jose - PBCE – Planning Division - Imaging Index Cover Sheet

Address/Location: 2745 MONTEREY ROAD

Permit/Project No.: PDC 02-066 Issuance Date: 10/30/2002

Prepped By: VL Closed By: LOUI MONIZ RSN: 950476

Category	Document Type	Sub Document Type
<input type="checkbox"/> (EF) Environmental Files (203)	<input type="checkbox"/> (PP) Public Project Files (203-03)	<input type="checkbox"/> (EN) EIR <input type="checkbox"/> (DA) Approved Document <input type="checkbox"/> (EM) Maps <input type="checkbox"/> (AE) Application <input type="checkbox"/> (AG) Agency Correspondence <input type="checkbox"/> (EG) General Correspondence <input type="checkbox"/> (TR) Technical Reports <input type="checkbox"/> (RE) Archaeological Reports <input type="checkbox"/> (EP) Plans
<input type="checkbox"/> (GP) General Plan (204)	<input type="checkbox"/> (GA) General Plan Amendments (204-02)	<input type="checkbox"/> (AM) Amendment <input type="checkbox"/> (AA) Application <input type="checkbox"/> (CG) Correspondence
	<input type="checkbox"/> (GE) Environmental Review (for 204 series GP Amendments)	<input type="checkbox"/> (GD) Approved Document <input type="checkbox"/> (GI) EIR <input type="checkbox"/> (GS) Supporting Documents <input type="checkbox"/> (GT) Technical Reports <input type="checkbox"/> (GR) Archaeological
<input checked="" type="checkbox"/> (DR) Development Review (207)	<input type="checkbox"/> (PR) Projects (207-02, 207-03, etc.)	<input type="checkbox"/> (ZN) Zoning <input type="checkbox"/> (PE) Permit <input type="checkbox"/> (MP) Maps <input type="checkbox"/> (AP) Application <input type="checkbox"/> (AC) Agency Correspondence <input type="checkbox"/> (GC) General Correspondence <input type="checkbox"/> (PL) Plans
	<input checked="" type="checkbox"/> (ER) Environmental Review (for 207 series Project Files)	<input checked="" type="checkbox"/> (EA) Approved Document <input type="checkbox"/> (EI) EIR <input type="checkbox"/> (ES) Supporting Documents <input type="checkbox"/> (ET) Technical Reports <input type="checkbox"/> (AR) Archaeological
	<input type="checkbox"/> (AD) Adjustments (207-12)	<input type="checkbox"/> (DO) Documents <input type="checkbox"/> (PA) Plans
	<input type="checkbox"/> (PI) Public Info Letters (207-29)	<input type="checkbox"/> (LE) Letter <input type="checkbox"/> (LS) Supporting Docs

NOTICE OF PREPARATION
OF A
DRAFT ENVIRONMENTAL IMPACT REPORT
FOR THE

E10451

GOBLE LANE HOUSING PROJECT
PLANNED DEVELOPMENT REZONING

PROJECT APPLICANT: Roem Development Corporation
FILE NO: PDC02-066
APN: 455-09-003, 455-09-010,
455-09-030, 455-09-031,
455-09-034, 455-09-035,
455-09-038, 455-09-043

ENDORSED

OCT 07 2002

BRENDA DAVIS, County Clerk-Recorder
Santa Clara County

By LAURA RIVAS Deputy

As the lead agency, the City of San Jose shall prepare an Environmental Impact Report (EIR) for the above-referenced project and would like your views regarding the scope and content of the environmental information to be contained in the EIR. This EIR may be used by your agency when considered approvals for this project.

The project description, location, and a brief summary of probable environmental effects that will be analyzed for the project are attached.

According to State law, the deadline for your response is 30 days after the receipt of this notice; however, we would appreciate an earlier response, if possible. Please identify a contact person, and send your response to:

City of San Jose
Department of Planning, Building, and Code Enforcement
Attention: Susie Pineda
801 North First Street, Room 400
San Jose, CA 95110-1795
Phone: (408) 277-8572

Stephen M. Haase, AICP
Director of Planning, Building, and Code Enforcement

Susan Walton

Deputy

POSTED ON 10/7/02 THROUGH 11/06/02
IN THE OFFICE OF THE COUNTY CLERK-RECORDER
BRENDA DAVIS, COUNTY CLERK
BY LR DEPUTY LAURA RIVAS

Date: October 7, 2002

FGI Recd 215503 1

**NOTICE OF PREPARATION
OF A DRAFT ENVIRONMENTAL IMPACT REPORT
FOR THE GOBLE LANE HOUSING PROJECT
PLANNED DEVELOPMENT REZONING**

October 2002

Introduction

The purpose of an Environmental Impact Report (EIR) is to inform decision-makers and the general public of the environmental effects of the proposed projects that an agency may implement or approve. The EIR process is intended to provide information sufficient to evaluate a project and its potential for significant impacts on the environment; to examine methods of reducing adverse impacts; and to consider alternatives to the project.

The EIR for the proposed project will be prepared and processed in accordance with the California Environmental Quality Act (CEQA) of 1970, as amended. In accordance with the requirements of CEQA, the EIR will include:

- A summary of the project,
- A project description,
- A description of the existing environmental setting, potential environmental impacts, and mitigation measures,
- Alternatives to the project as proposed,
- Environmental consequences, including (a) any significant environmental effects which cannot be avoided if the project is implemented; (b) any significant irreversible and irretrievable commitments of resources; (c) the growth inducing impacts of the proposed project; (d) effects not found to be significant; and (e) cumulative impacts.

Project Location

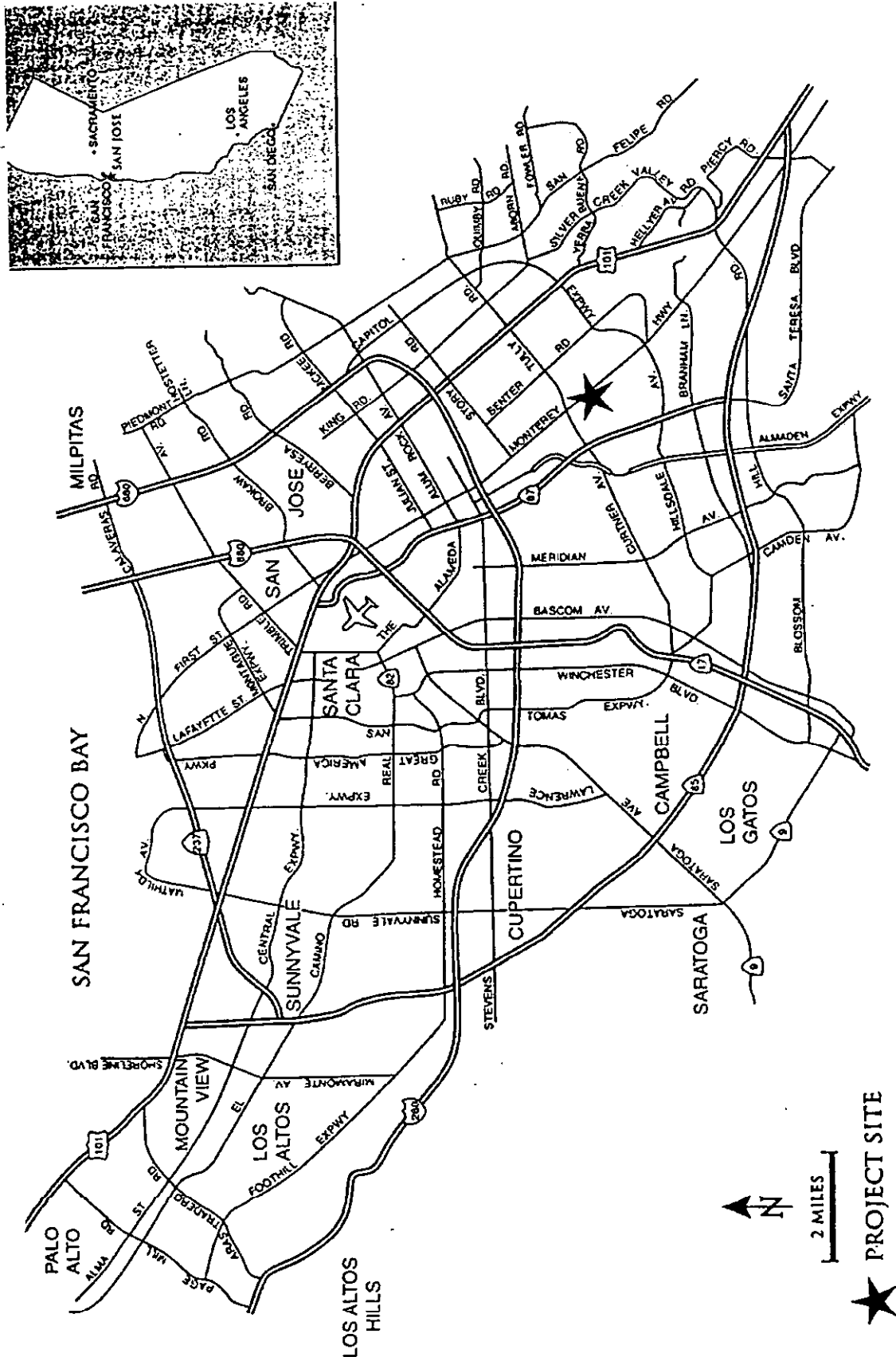
The project site is located in central San Jose, within the northeastern portion of the Communication Hill Planned Community. The project is located on the west side of Monterey Road, east of the Union Pacific/Southern Pacific Railroad tracks, south of the Chateau La Salle Mobile Home Park, and north of existing industrial and commercial uses. The majority of the site lies south of Goble Lane in a triangle-shape between the Union Pacific/Southern Pacific Railroad tracks and the Chateau La Salle Mobile Home Park. The project site is comprised of eight parcels totaling 29.5 acres: Assessor Parcel Numbers 455-09-003, 455-09-010, 455-09-030, 455-09-031, 455-09-034, 455-09-035, 455-09-038, and 455-09-043. Regional and vicinity maps of the project site are shown on Figures 1 and 2.

Project Description

The objective of the proposed project is to provide housing opportunities of relatively high densities at an infill location in San Jose which is adjacent to an existing transit corridor. The project would meet this objective by rezoning the project site from R-MH Residential Mobilehome Park, HI Heavy Industrial, & LI Light Industrial to A(PD) Planned Development Zoning to allow the construction of 680 for-rent apartments, 150 for-sale townhomes, 17,700 square feet of retail, and a two-acre public park. The buildings would range from 2 ½ to 4 stories in height with surface and underground parking. The project would require the demolition of existing uses on the site, including commercial and industrial uses and a 54-mobile home park.

Figure 1 - Regional Map

E10451



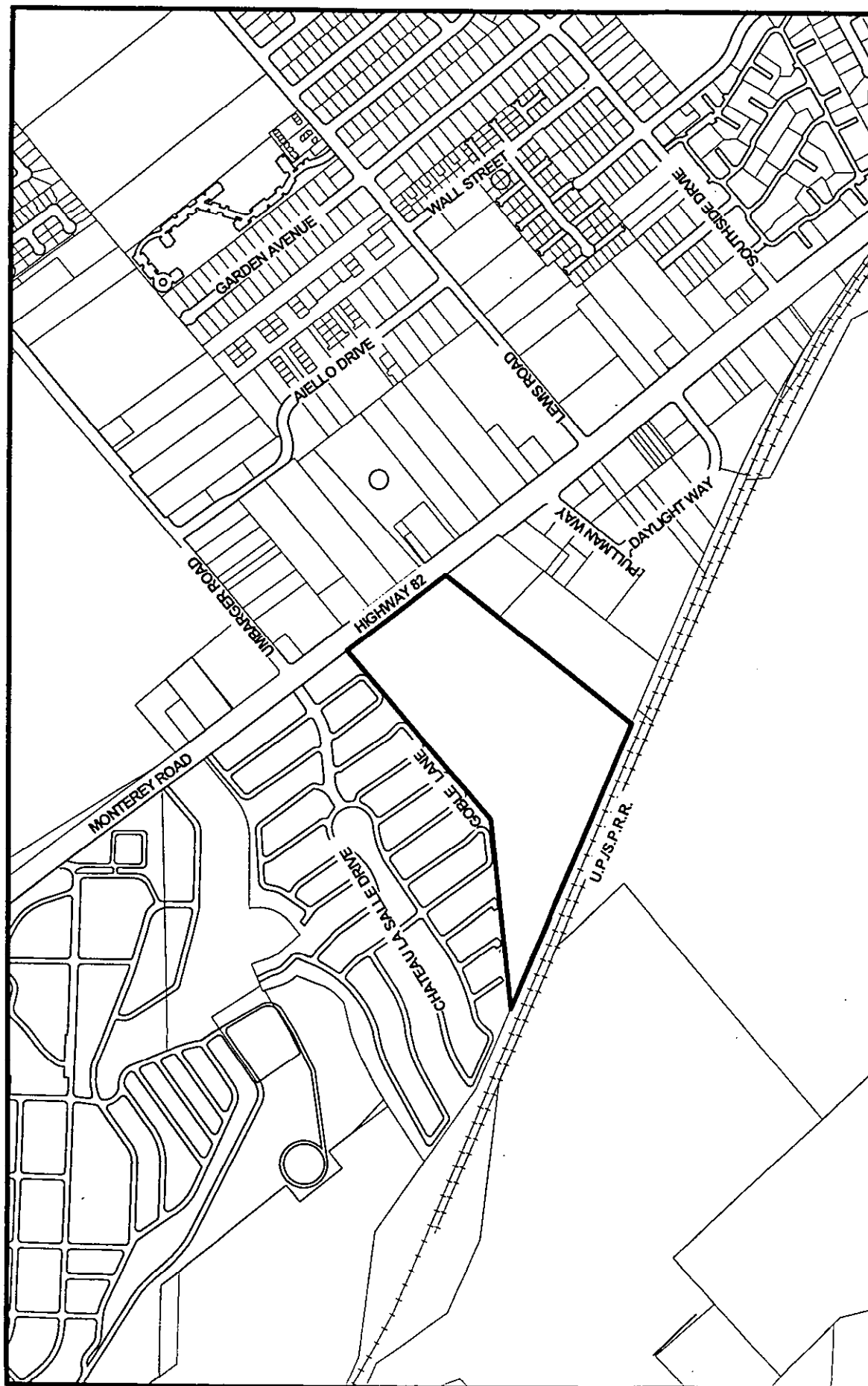
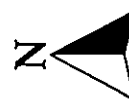


Figure 2
Vicinity Map



Scale: 1"=750'

Potential Environmental Impacts of the Project

The EIR will identify the potentially significant environmental effects anticipated to result from development of the project as proposed. The EIR will include at least the following specific environmental categories related to the proposed project:

1. Land Use

The EIR will evaluate land use compatibility impacts associated with the development of the proposed project. The discussion will focus on potential land use conflicts of the proposed project with adjacent residential and industrial uses, as well as from adjacent roadways and rail lines. The discussion will also focus on conflicts with existing land uses on the site. Mitigation measures will be identified, as necessary.

2. Population and Housing

The EIR will evaluate the effects of the proposed project on population growth and housing. The discussion will evaluate impacts caused by the construction of 830 residential units and the displacement of 54 existing residences on the project site. Mitigation measures will be identified, as necessary.

3. Transportation and Traffic

The EIR will evaluate the effects of the proposed project on transportation and traffic in the project vicinity and region. The discussion will focus on increases in traffic levels and accompanying reduction in roadway levels of service on Monterey Road and other regional transit corridors. The discussion will also evaluate impacts to public transit, pedestrian and bicycle facilities, and parking. Mitigation measures will be identified, as necessary.

4. Air Quality

The EIR will evaluate the effects of the proposed project on local and regional air quality. The discussion will focus on consistency with air quality plans and standards. The discussion will also consider possible air quality impacts to the proposed residential project from adjacent heavy industrial uses. Mitigation measures will be identified, as necessary.

5. Noise

The EIR will evaluate the effects of the proposed project on ambient noise levels. The discussion will focus on permanent and temporary changes to ambient noise levels and consistency with noise standards. The discussion will also analyze impacts to the proposed residential project from the adjacent rail line and industrial uses. Mitigation measures will be identified, as necessary.

6. Hydrology and Water Quality

The EIR will evaluate the effects of the proposed project on hydrology and water quality. The discussion will focus on potential increases in stormwater runoff due to an increase of impervious surfaces on the project site. The proposed project's conformance with the Santa Clara Valley Urban Runoff Pollution Prevention Program and

the City of San Jose's Post-Construction Urban Runoff Management Policy will be addressed. Mitigation measures will be identified for any significant impacts.

7. Utilities and Service Systems

The EIR will evaluate the effects of the proposed project on utilities and service systems. The discussion will focus on potential increases in demand for stormwater drainage. The discussion will also focus on potential effects on solid waste and sewers, and the delivery of utilities such as water, electricity, natural gas, and telephones. Mitigation measures will be identified, as necessary.

8. Aesthetics

The EIR will evaluate the effects of the proposed project on aesthetics and visual quality. The discussion will focus on changes in the visual character of the site and surroundings that could result from development of the project. The discussion will also focus on potential effects to scenic vistas and the creation of shadows from increased building heights. Mitigation measures for significant impacts will be identified.

9. Hazards and Hazardous Materials

The EIR will evaluate the effects of the proposed project related to hazards and hazardous materials. The discussion will focus on the remediation of industrial contaminants on the project site, as well as the transportation and disposal of hazardous materials. Mitigation measures will be identified for significant impacts.

10. Biological Resources

The EIR will evaluate the effects of the proposed project on biological resources. The project site is currently developed with small metal structures used for industrial purposes along Goble Lane and an older trailer park. There is little to no vegetation on the site and is not near any creeks or waterways, therefore it provides little to no natural habitat. Mitigation measures for any identified significant impacts will be identified.

11. Cultural Resources

The EIR will evaluate the effects of the proposed project related to cultural resources. The discussion will focus on potential effects to any identified historical and archaeological resources. Mitigation measures will be identified, as necessary.

12. Public Services

The EIR will evaluate the effects of the proposed project related to public services. The discussion will focus on potential effects related to police and fire services, as well as school and libraries. Mitigation measures will be identified, as necessary.

13. Geology and Soils

The EIR will evaluate the effects of the proposed project related to geology and soils. The discussion will consider the existing soils and geologic features in the project vicinity and potential effects related to seismic events. The discussion will also focus on impacts related to soils such as erosion. Mitigation measures will be identified for any significant impacts.

14. Recreation

The EIR will evaluate the effects of the proposed project related to recreation. This will include a discussion of impacts to local and regional parks that could result from the proposed project and the inclusion of parks on the project site. Mitigation measures will be identified for any significant impacts.

15. Cumulative Impacts

The EIR will include a Cumulative Impacts section which will address the potentially significant cumulative impacts of the project when considered with other past, present, and reasonably foreseeable future projects in the area. This section will cover all subject areas discussed in the EIR (e.g., traffic, air quality, and noise) and will specify which of the areas are anticipated to experience significant cumulative impacts. Cumulative impacts will be discussed qualitatively, unless specific quantitative information on other pending projects is available prior to publication of the Draft EIR.

15. Alternatives to the Project

The EIR will examine alternatives to the proposed project including, but not limited to, a "No Project" alternative, an alternative project location, and a reduced scale alternative. The Alternatives section will evaluate if these alternatives will reduce or avoid any identified significant impacts which would result from the proposed project if they would its general objectives.

16. Growth Inducing Impacts

The EIR will discuss the ways in which the project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment.

NOTICE OF COMPLETION**APPENDIX F**

See NOTE below

Mail To: State Clearinghouse, 1400 Tenth St, Room 222, Sacramento, CA 95814 (916) 445-0613

SCH #

Project Title Goble Lane Planned Development Rezoning (File No. PP02-08-226)
Local Agency: City of San José **Contact Person:** Susie Pineda
Street Address: 801 North First Street **Phone:** (408) 277-4576
City: San José **Zip:** 95110-1795 **County:** Santa Clara

Project Location

County: Santa Clara **City/Nearest Community:** City of San José
Cross Streets: Monterey Road (Highway 82) and Goble Lane **Total Acres:** Approx. 29.5 **Assessor's Parcel No.** Various
Within 2 miles: State Hwy #: 82 **Waterways:** _____
Airports: _____ **Railways:** UP/SPRR **Schools:** San Jose Unified & Santa Clara Unified

Document Type

CEQA: ☒ NOP ☐ Supplemental/Subsequent **NEPA:** ☐ NOI **Other:** ☐ Joint Document
☐ Early Cons ☐ EIR (Prior SCH No.) ☐ EA ☐ Final Document
☐ Neg Dec ☐ Other _____ ☐ Draft EIS ☐ Other _____
☐ Draft EIR ☐ FONSI

Local Action Type

☐ General Plan Update ☐ Specific Plan ☒ Planned Development Rezone ☐ Annexation
☐ Gen Plan Amendment ☐ Master Plan Update ☐ Planned Development Permit ☐ Redevelopment
☐ Gen Plan Element ☐ Planned Unit Development ☐ Land Division (Subdivision, Parcel Map, Tract Map, etc) ☐ Coastal Permit
☐ Community Plan ☐ Site Plan ☐ Other _____

Development Type

☒ Residential: Unit 884 Acres _____ ☐ Water Facilities: Type _____ MGD _____
☐ Office: Sq.Ft. _____ Acres _____ Employees _____ ☐ Transportation: Type _____
☒ Commercial: Sq.Ft. 17,700 Acres _____ Employees _____ ☐ Mining: Mineral _____
☐ R&D/Office: Sq.Ft. _____ Acres _____ Employees _____ ☐ Power: Type _____ Watts _____
☐ Educational _____ ☐ Waste Treatment: Type _____
☒ Recreational 2 acre public park ☐ Hazardous Waste: Type _____

Project Issues Discussed in Document

☒ Aesthetic/Visual ☐ Flood Plain/Flooding ☐ Schools/Universities ☒ Water Quality
☐ Agricultural Land ☐ Forest Land/Fire Hazard ☐ Septic Systems ☐ Water Supply/Groundwater
☒ Air Quality ☒ Geologic/Seismic ☐ Sewer Capacity ☐ Wetland/Riparian
☒ Archeological/Historical ☐ Minerals ☐ Soil Erosion/Compaction/Grading ☒ Wildlife
☐ Coastal Zone ☒ Noise/Vibration ☐ Solid Waste ☐ Growth Inducing
☐ Drainage/Absorption ☒ Population/Housing Bal ☐ Toxic/Hazardous ☒ Land Use
☐ Economic/Jobs ☒ Public Services/Facilities ☒ Traffic/Circulation ☐ Cumulative Effects
☐ Construction ☒ Alternatives ☒ Vegetation ☐ Energy

Present Land Use/Zoning/General Plan Use

Present Land Use: Commercial and Industrial Uses and a 54-mobile home park community/
Zoning: _____ / **General Plan:** Single Family Detached Residential, Combined Industrial/Commercial, and Heavy Industrial.

Project Description: The objective of the proposed project is to provide increased housing opportunities at an infill location, at relatively high densities and adjacent to an existing transit corridor. The project would meet this objective by developing 680 for-rent apartments, 150 for-sale townhomes, 17,700 square feet of retail, and a two-acre public park. The buildings would range from 2 ½ to 4 stories in height with surface and underground parking. The project would involve the demolition of the existing uses on the site, including commercial and industrial uses and a 54-mobile home community.

The proposed project does not conform to the current General Plan designations on the project site, which includes Single Family Detached Residential, Combined Industrial/Commercial, and Heavy Industrial. However, the City of San Jose is considering amending the land use designations of the project site to High Density Residential. To conform with the proposed General Plan designation, this project

includes the rezoning of the project site to Plan Development.

REVIEWING AGENCIES CHECKLIST

KEY

S = Document sent by Lead Agency

X = Document sent by SCH

✓ = Suggested distribution

RESOURCES AGENCY

___ BOATING & WATERWAYS

___ COASTAL COMMISSION

___ COASTAL CONSERVANCY

___ COLORADO RIVER BOARD

___ CONSERVATION

S FISH & GAME

___ FORESTRY

✓ OFFICE OF HISTORIC PRESERVATION

✓ PARKS & RECREATION

___ RECLAMATION

___ S.F. BAY CONSERVATION & DEVELOPMENT COMMISSION

S WATER RESOURCES (DWR)

BUSINESS, TRANSPORTATION & HOUSING

S AERONAUTICS

___ CALIFORNIA HIGHWAY PATROL

S CALTRANS DISTRICT # 4

✓ DEPT OF TRANSPORTATION PLANNING (HEADQUARTERS)

___ HOUSING & COMMUNITY DEVELOPMENT

___ FOOD & AGRICULTURE

HEALTH & WELFARE

___ HEALTH SERVICES _____

STATE & CONSUMER SERVICES

___ GENERAL SERVICES

___ OLA (SCHOOLS)

ENVIRONMENTAL AFFAIRS

✓ AIR RESOURCES BOARD

✓ APDC/AQMD

___ INTEGRATED WASTE MANAGEMENT BOARD

___ SWRCB: CLEAN WATER GRANTS

___ SWRCB: DELTA UNIT

✓ SWRCB: WATER QUALITY

___ SWRCB: WATER RIGHTS

✓ REGIONAL WQCB # 2 (____)

YOUTH & ADULT CORRECTIONS

___ CORRECTIONS

INDEPENDENT COMMISSIONS & OFFICES

___ ENERGY COMMISSION

✓ NATIVE AMERICAN HERITAGE COMMISSION

___ PUBLIC UTILITIES COMMISSION

___ SANTA MONICA MOUNTAINS CONSERVANCY

___ STATE LANDS COMMISSION

___ TAHOE REGIONAL PLANNING AGENCY

___ OTHER _____

Public Review Period (To be filled in by Lead Agency)

Starting Date October 4, 2002 Ending Date _____

Signature _____ Date _____

Lead Agency: City of San Jose

Consulting Firm: Public Affairs Management

Address: 135 Main Street Suite 1600

City/State/Zip: San Francisco, CA 94105

Contact: Steve Wertheim

Phone: (415) 227-1100

For SCH Use Only

Date Received at SCH:

Date Review Starts:

Date to Agencies:

Date to SCH:

Clearance Date:

Notes:

Applicant: The Goble Family

Address: 1650 Zanker Road Suite 100

City/State/Zip: San Jose, CA 95112

Phone:



Department of Planning, Building and Code Enforcement
801 North First Street, Room 400
San José, California 95110-1795

Hearing Date/Agenda Number:
P.C. – 10/30/02 Item 3 b2 & b3

File Number:
GP02-07-04/GPT02-07-04

Council District and SNI Area:
7 – N/A

Major Thoroughfares Map Number:
100

Assessor's Parcel Number(s):
455-09-003, 010, 030, 031, 034, 035,
043 & 038

Project Manager: Mike Mena

GENERAL PLAN REPORT

2002 Fall Hearings

PROJECT DESCRIPTION:

General Plan amendment request to change the Land Use / Transportation Diagram designation from Combined Industrial/Commercial, Heavy Industrial, and Single-Family Detached & Attached (8-16 DU/AC) (Communications Hill Planned Residential Community) to High Density Residential (25-50 DU/AC) (Communications Hill Planned Community).

LOCATION: Southwest corner of Monterey Road and Goble Lane.

ACREAGE: 32.7 acres

APPLICANT/OWNER:

Roem Development Corp./The Goble Family

GENERAL PLAN LAND USE / TRANSPORTATION DIAGRAM DESIGNATION:

Existing Designation: Heavy Industrial (17 acres), Combined Industrial/Commercial (8.7 acres) and Single-Family Detached & Attached (8-16 DU/AC) (7 acres) (Communications Hill Planned Residential Community)

Proposed Designation: High Density Residential (25-50 DU/AC) (Communications Hill Planned Residential Community)

EXISTING ZONING DISTRICT(S): HI Heavy Industrial, R-MH Residential Mobile Home Park

SURROUNDING LAND USES AND GENERAL PLAN DESIGNATION(S):

North: Chateau La Salle Mobile Home Park – Single-Family Detached & Attached (8-16 DU/AC) (Communications Hill Planned Community)

South: Industrial uses (i.e., auto uses, trucking facilities & aggregate stockpiles) – Heavy Industrial and Combined Industrial/Commercial (Communications Hill Planned Community)

East: Monterey Road and Commercial uses – Combined Industrial/Commercial

West: Union Pacific Railroad Tracks and Vacant Land – Industrial Park (Communications Hill Planned Community)

ENVIRONMENTAL REVIEW STATUS:

Goble Lane General Plan Amendment Environmental Impact Report

PLANNING STAFF RECOMMENDATION:

No change to the General Plan and Communications Hill Specific Plan

Approved by:

Date:

Stanley Ketchum
October 24, 2002

PLANNING COMMISSION RECOMMENDATION:

CITY COUNCIL ACTION:

CITY DEPARTMENT AND PUBLIC AGENCY COMMENTS RECEIVED:

Office of Economic Development -October 2, 2002 letter (attached) from the Director of Economic Development, Paul Krutko, in opposition to the proposed amendment because of the potential loss of industrially designated land for industrial services and suppliers, which are important to the future economic health of the City.

GENERAL CORRESPONDENCE:

None Received

ANALYSIS AND RECOMMENDATIONS:

PROJECT DESCRIPTION

This is a privately initiated amendment to the San Jose 2020 General Plan Land Use/Transportation Diagram and the Communications Hill Specific Plan to change the land use designation from Heavy Industrial (17 acres), Combined Industrial/Commercial (8.7 acres) and Single-Family Detached & Attached (8-16 DU/AC) (7.0 acres) to High Density Residential (25-50 DU/AC) on a nearly 33-acre site. The area is located on the southwest corner of Monterey Road and Goble Lane. These amendments would allow the development of up to 1,421 dwelling units on the project site. The Communications Hill Planned Residential Community and Specific Plan currently do not include the designation of High Density Residential (25-50 DU/AC). Therefore, the subject amendment also includes associated land use and text amendments to the Communications Hill Specific Plan to include the new designation and reflect the proposed land use change.

BACKGROUND

The subject amendment is located within the Communications Hill Specific Plan area. The Communications Hill Specific Plan was adopted in 1992 in order to create a sizable new urban neighborhood in close proximity to Downtown, transportation routes and light rail transit. At the same time, the City Council amended the General Plan to add the Communications Hill Planned Community in order to incorporate the major features of the Specific Plan directly into the General Plan.

A specific plan is a long-range set of policies for land use and development in a defined area. The Communications Hill Specific Plan was prepared in coordination with representatives of the City, the Communications Hill Specific Plan Task Force and local property owners, to identify the desired background, vision, and character for the area. The specific plan also addresses allowed uses and the development criteria at a level of detail beyond the scope of the General Plan.

The Communications Hill Specific Plan identifies the area between Monterey Road and the Union Pacific Railroad right-of-way as planned primarily for industrial and industrial-oriented commercial uses. The intent of the Specific Plan for this subarea is to expand the development opportunities while preserving the integrity of the existing industrial area along Monterey Road. There is a small area (seven acres) designated for residential use to reflect an old, existing mobile home park.

Existing and Surrounding Land Uses

The project site is bordered by Monterey Road to the east and the Union Pacific Railroad tracks and Communications Hill to the west. Existing zoning districts on the site include HI Heavy Industrial and R-MH Residential – Mobile Home Park. The uses on the site are in conformance with current zoning district(s) and are comprised of eight parcels that are developed with a 54-unit mobile home/trailer park and a multi-tenant industrial complex. Existing uses on the proposed amendment site consist of:

- ❖ A 54-unit mobile home park
- ❖ Various furniture and cabinet shops
- ❖ Iron and craft assembly
- ❖ Auto and mechanical services
- ❖ Equipment storage
- ❖ Vehicle/trucking, equipment, and tool storage yards
- ❖ A packaging company
- ❖ A piping company
- ❖ A disposal facility/junk yard



The Chateau La Salle Mobile Home Park is located north of the site. Uses east and south of the project site consists of industrial-oriented commercial and industrial uses such as auto repair and Raisch Properties aggregate asphalt facility/quarry. Properties to the west of the project site (i.e., west of the railroad tracks) are currently vacant with some quarry use and are planned for future Industrial Park uses.

The proposed amendment site is part of a larger intact industrial area, approximately 375 acres in size. It is located on both sides of Monterey Road, extending generally from Umbarger Road to Capitol Expressway. This area is made up of predominantly industrial and industrial-oriented commercial uses. These uses include heavy and light manufacturing, warehouse, auto-related uses, quarry operations, concrete and asphalt facilities, and other industrial-oriented commercial/retail uses (see Figure 1). This area is also within an Enterprise Zone, providing tax benefits to manufacturers. The Monterey Corridor Redevelopment Project Area is nearby, located north of the County Fairgrounds.

ANALYSIS

The Department of Planning, Building, and Code Enforcement recommends no change to the existing Heavy Industrial, Combined Industrial/Commercial and Single-Family Detached and Attached (8-16 DU/AC) General Plan designations on the subject site. Introducing high density

housing on property designated and zoned for industrial and mobile-home residential uses raises many complex and interrelated issues including land use compatibility, environmental impacts and General Plan consistency. Among the key reasons for staff's recommendation of no change to the Land Use/Transportation Diagram are:

- ❖ The proposed high density residential land use is fundamentally incompatible with the existing and planned industrial land uses in the immediate area.
- ❖ The land use change to facilitate a high density residential development within an established industrial area is inconsistent with the Major Strategies, Goals and Policies of the San Jose 2020 General Plan.
- ❖ The proposed high-density residential use, of the subject site is inconsistent with the long-standing plans and vision for the area as portrayed in the Communications Hill Specific Plan.

The Office of Economic Development is also opposed to the General Plan amendment for the reasons stated in an attached letter.

Land Use Compatibility

The subject amendment raises a number of concerns regarding the location of up to 1,421 residential units in such close proximity to existing industrial uses and within an area planned for additional industrial uses.

Surrounding Industrial Uses

The proposed High Density Residential (25-50 DU/AC) designation for the subject site is incompatible with the existing and planned industrial land uses in the larger 375-acre industrial area. The subject site is not a desirable location for a residential use. Introducing a residential use into this established industrial area would likely result in complaints from new residents about noise, odors, industrial traffic, use of hazardous materials, and other potential impacts of industrial operations. This would impact the viability of the larger industrial area and likely result in restrictions being placed on the existing and future industrial businesses surrounding the site, which would effect the viability of the area for future industrial development.



Recently Approved General Plan Amendments

A General Plan amendment (GP01-07-02/GPT071-07-02) was approved in May 2002 to change the land use designation for the area located west of the Union Pacific Railroad tracks and adjacent to the subject site from Heavy Industrial and Combined Industrial/Commercial to Industrial Park. This amendment was approved with the understanding that the heavy industrial designations east of the railroad tracks would remain as a vital land use to support future job and economic growth for the City.

In November 2000, the City Council approved a General Plan amendment (GP00-07-01) for the northern 3.9-acre portion of the site. At that time, the applicant requested the land use change from Heavy Industrial and Single-family Detached and Attached (8-16 DU/AC) to Combined Industrial/Commercial in effort to realign Goble Lane and allow industrial redevelopment for the larger Goble property. Staff and the Planning Commission recommended no change to the General Plan primarily due to concerns about the loss and viability of the Redwood Mobile Home Park, a source of affordable housing for residents in San Jose.

Residents of the site were concerned about the current conditions of the site and the loss of their homes. The owner indicated that the General Plan amendment was necessary in order to make improvements to the mobile home park and promised major improvements, including a new sound wall from the new development, repair of sewer lines, repair street lights and electrical services, an updated playground and common area, more visitor parking and new pavement in the park. It was also indicated that no tenants would be required to move. The City Council approved the General Plan amendment in support of industrial redevelopment of the larger Goble property and improvements to the Redwood Mobile Home Park. These improvements have not occurred.

Adjacent General Plan Amendments Pending Consideration

The current viability of the industrial area is evident by the fact that the adjacent Raisch Products asphalt plant has filed for a General Plan amendment (GP02-07-07) to increase the amount of land designated Heavy Industrial south of the Goble Lane site. The intent of the Raisch amendment request is to expand and upgrade the existing facilities and construct a new corporate headquarters building. The Raisch Company anticipates growth of the company and the need for additional heavy industrial land in order to accommodate future expansion.

Staff is recommending approval of the Raisch request to Heavy Industrial on a 7.7-acre site in the immediate area to support and retain an existing business in San Jose. If Council approves the Goble Lane amendment, it is likely that the new residential community would, over time, put pressure on the existing businesses in the area to limit their activities.

Policy Consistency

The proposed amendment conflicts with a number of General Plan goals and policies. Of particular importance are those related to the appropriate placement of residential uses to provide a high quality living environment and the preservation of industrial land for economic development. The City of San Jose's General Plan is an adopted statement of goals and policies for the future character and quality of development in the community as a whole. The proposed amendment would result in a loss of approximately 17 acres of the City's limited supply of Heavy Industrial

land. The proposed conversion of the site to high density residential, and its consistency with the General Plan and Communications Hill Specific Plan is discussed below.

Economic Development Major Strategy

The subject amendment is in conflict with the General Plan's Economic Development Major Strategy. An important component of the Economic Development Major Strategy is the preservation of the City's industrial areas that are critical to the City's economic viability. Light and Heavy Industrial areas, such as the one in which the amendment site is located, provide a location for industrial supplier/service firms to operate. These firms help to fuel the San Jose economy as they are inextricably linked to the region's high technology base by providing needed services or materials to other businesses.

Currently there are approximately 1,100 acres designated in the General Plan as Light Industrial and 2,000 acres designated for Heavy Industrial. The City's industrial lands have declined by more than 32% over the past 20 years due to General Plan changes. This amendment would further reduce the amount of land available for these uses as well as reduce the viability of the remaining portion of this industrial area for existing and future industrial supplier/service firms.

Economic Development Goals and Policies

The subject amendment request is also inconsistent with the General Plan Economic Development Goals and Policies. These policies include the following:

- Economic Development Policy #2 states that in order to enhance the City's economic development goals and increase employment opportunities for San Jose citizens, the City should:
 1. Seek to attract businesses and industries, which are particularly suited to the area.
 2. Protect the industrial lands designated exclusively for industrial uses.
 3. Attract a diverse mixture of businesses and industries that can provide jobs suitable for the City's unemployed and under-employed labor force.
- Economic Development Policy #7 encourages a mix of land uses in appropriate locations which contribute to a balanced economic base, including industrial suppliers and services, commercial support services, and "green industries" (industries related to recycling or environmental preservation) as well as high technology manufacturers and other related industries.

Industrial Land Use Goals and Policies

The intent of the General Plan Industrial Land Use Goals and Policies is to encourage the development of industrial land to provide sufficient opportunities for job growth for the City's residents and for expansion of the City's tax base. According to the General Plan, since some of the industrial land use designations allow for development of non-industrial uses, it is critical that the Land Use/Transportation Diagram designates certain areas exclusively for industrial uses. These areas include North San Jose, Edenvale, and along the Monterey Corridor. Reserving some areas exclusively for industrial uses maintains the desirability of those locations in San Jose for potential future industrial users.

Although the project site is located just south of the area formally identified as the Monterey Corridor, the subject industrial area serves as an extension of the corridor and includes a mix of

industrial uses. Therefore, the subject amendment would not be consistent with the intent of the General Plan's Industrial Land Use goals mentioned above. In particular, the subject amendment would be inconsistent with the following Industrial Land Use Policies:

- Industrial Land Use Policy #9 encourages industrial supplier/service business retention and expansion in appropriate areas of the City (e.g., Monterey Corridor).
- Industrial Land Use Policy #11 states that because of the importance in retaining viable industrial supplier/service lands and the inherent incompatibility between residential or non-industrial uses and industrial uses, new land uses that may restrict development of land reserved exclusively for industrial uses should not be allowed to be located adjacent to these areas of the City, and in particular, sensitive receptors, should not be located near primary industrial areas.
- Industrial Land Use Policy #15 states that areas which are exclusively industrial should be reserved for industrial uses to the extent possible.

Residential Land Use/Neighborhood Identity Goals

The Residential Land Use Goal of the General Plan is to provide a high quality living environment in residential neighborhoods. Residential Land Use Policies emphasize the protection of existing residential neighborhoods from the encroachment of incompatible activities. Conversely, it is not appropriate to locate new residential uses in areas that could be adversely affected by existing industrial uses, like those that exist in the vicinity of the subject site.

The proposed high-density residential use at this location is also inconsistent with the City's goal that new residential developments should create a sense of neighborhood identity. Introducing a high density residential development on the subject site would essentially result in a housing development that is isolated from other City neighborhoods and neighborhood serving commercial areas.

Communications Hill Specific Plan Goals and Policies

A high density residential development on the subject site is inconsistent with the intent of the Communications Hill Specific Plan. The Communications Hill Specific Plan designates the site and surrounding area between Monterey Road and the railroad right-of-way for primarily industrial and industrial-oriented commercial uses. In general, the Plan proposes to expand development opportunities for the immediate area without jeopardizing the current uses.

Additionally the subject amendment would be inconsistent with the following Communications Hill Specific Plan goals and policies:

- Commercial and Industrial Land Use Policies
 1. To preserve existing industrial land primarily for current and future industrial uses with supporting commercial and office uses.
 2. Plan and regulate ongoing and future industrial activities to minimize adverse impacts on nearby land uses.

- Economic Development Land Use Policies
 1. Maintain existing jobs within the Communications Hill Specific Plan area in order to contribute to sustaining the City's economic base as well as the citywide jobs-housing balance.
 2. Maintain the existing industrial uses and encourage their revitalization in order to retain the economic viability of these land uses.

Environmental Issues

The Goble Lane Environmental Impact Report (EIR) was prepared in conformance with the California Environmental Quality Act (CEQA). The EIR provides program level environmental review appropriate for the consideration of amendments to the San Jose 2020 General Plan. The EIR analyzed impacts and proposed mitigation measures, where possible, for the following items:

- land use
- transportation
- air quality
- noise
- hazardous materials
- geology and soils
- hydrology and water quality
- cultural resources
- biology
- utilities
- energy

The EIR identified three significant and unavoidable impacts, including land use, transportation, and air quality. The proposed amendment would result in the conversion of viable industrial land for residential use, contributing to a worsening of the housing/jobs imbalance in San Jose by adding significant new housing and eliminating jobs.

Additionally, the amendment would result in significant and unavoidable long-term transportation impacts. Key transportation "links" in the amendment vicinity, that are already projected to operate at Level of Service "E" or "F" in the long term, would experience traffic volume increases of more than 1.5%, constituting a significant impact. In other words, the proposed amendment would reinforce and worsen the southbound commute pattern during the afternoon/evening for several major streets already projected to operate below the City's Level of Service policy standard ("D").

Air quality is considered a significant unavoidable impact because the project proposes additional residential units and significant population that are not included in the Bay Area Air Quality Management District (BAAQMD) Regional Clean Air Plan. The implementation of identified mitigation measures would reduce the impacts on regional air quality, but not to a less than significant level.

PUBLIC OUTREACH

The property owners within the project boundaries and/or property owners within a 1000-foot radius were sent a newsletter regarding the two community meetings that were held on October 8 and 10, 2002. They also received a hearing notice of the public hearings to be held on the subject amendment before the Planning Commission in October/November and City Council in

December. In addition, the Department's web-site contains information regarding the General Plan process, amendments, staff reports, and hearing schedule. This site is used by the community to keep informed with the status of the amendments.

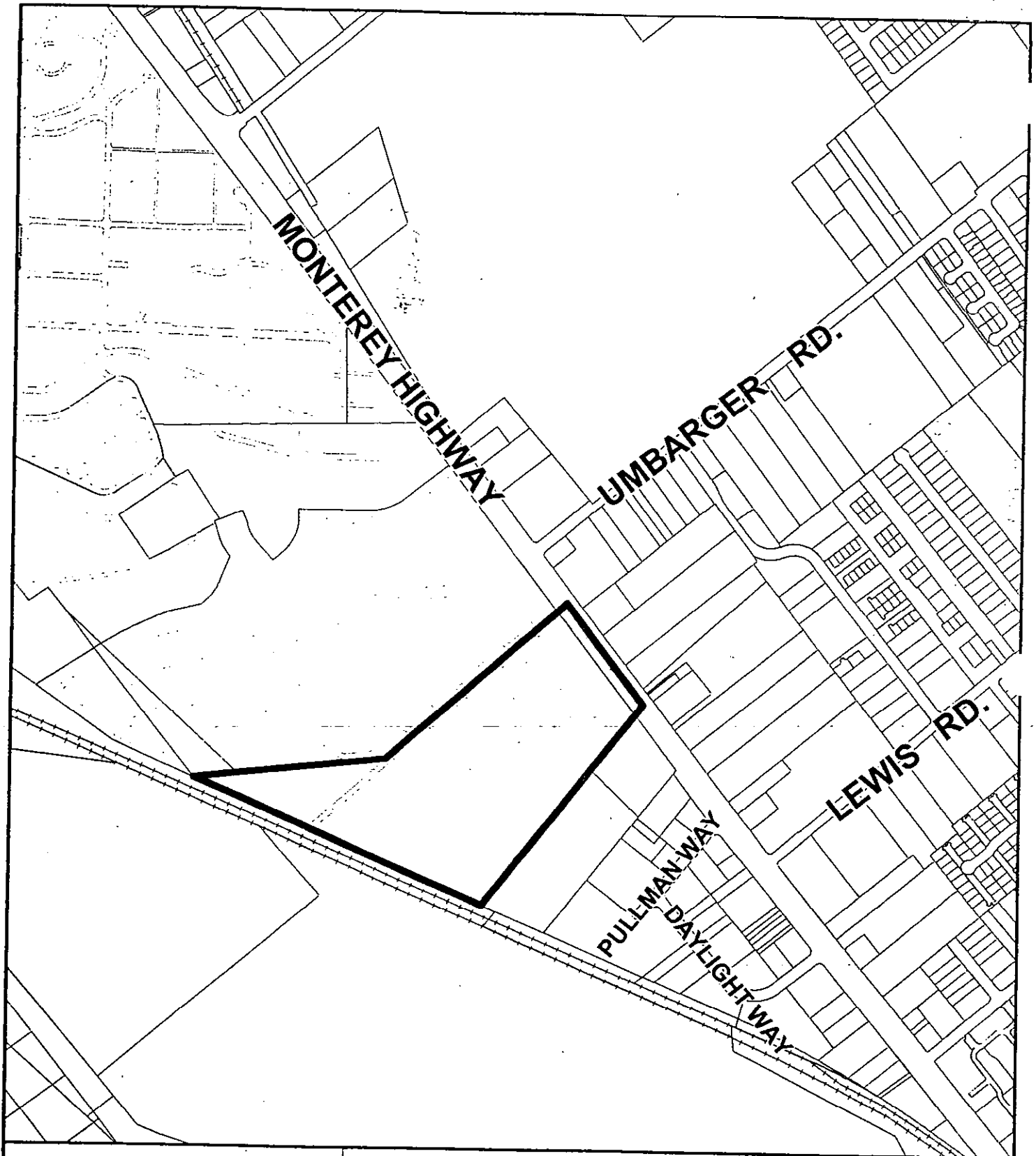
Comments received by staff at the subject community meetings raised concerns over the displacement of residents from the existing Mobile Home Park on the amendment site. It was stated that typical residents of Mobile Home Parks have low incomes and/or fixed incomes, and would have a difficult time finding new locations for their homes.

RECOMMENDATION

Staff recommends no change to the General Plan Land Use/Transportation Diagram and text, and no change to the Communications Hill Specific Plan.

Attachments

J:\2002 Annual Review\Staff Reports\Fall Review\GP02-07-04_Fall.sr.doc



Department of Planning, Building
and Code Enforcement
Planning Services Division



Scale: 1" = 700'
Quad: 100



Memorandum

TO: PLANNING COMMISSION

FROM: Stephen M. Haase

SUBJECT: SEE BELOW

DATE: October 23, 2002

COUNCIL DISTRICT: 7

SUBJECT: GP02-07-04. FINAL ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE GOBLE LANE HOUSING GENERAL PLAN/SPECIFIC PLAN AMENDMENTS LOCATED ON THE WEST SIDE OF MONTEREY ROAD SOUTH OF GOBLE LANE

BACKGROUND

I. Purpose of an EIR

An EIR is an informational document to (1) inform public agency decision-makers and the public of the potentially significant environmental effects of a project, (2) identify possible ways to avoid or substantially reduce those significant effects, and (3) describe reasonable alternatives to the project. CEQA requires the lead agency to make a good faith effort at a reasonable and full disclosure. CEQA requires public agencies to follow an environmental review process intended to ensure that decision-makers have considered environmental concerns in their decision-making. Approval of a project with significant unavoidable impacts would require the decision-making body to adopt findings for each significant impact, mitigation measure, and alternative and to adopt a statement of overriding considerations to explain why the benefits of a project outweigh its significant impacts.

A. CEQA Requirements for Certification of an EIR

The California Environmental Quality Act (CEQA) Guidelines 15090 require, prior to approving a project, the lead agency to certify that (1) the Final EIR has been completed in compliance with CEQA, (2) the final EIR was presented to the decision-making body of the lead agency and the decision-making body reviewed and considered the information contained in the Final EIR before approving the project, and (3) the Final EIR reflects the independent judgement and analysis of the lead agency. When an EIR is certified by a non-elected decision-making body with the local lead agency, that certification may be appealed to the local lead agency's elected decision-making body.

B. San Jose Municipal Code Chapter 21.07 Requirements for Certification of an EIR

The City of San Jose is the lead agency for the Goble Lane Housing General Plan/Specific Plan Amendments EIR as defined by CEQA. San Jose Municipal Code Chapter 21.07 designates the Planning Commission as the decision-making body for certification of EIRs. The Planning Commission must hold a noticed public hearing to certify the Final EIR. Upon conclusion of its

certification hearing, the Planning Commission may find that the Final EIR is completed in compliance with CEQA.

If the Planning Commission certifies the Final EIR, it may then immediately make recommendations on the project associated with the EIR. No action or recommendation by the Planning Commission may be deemed final until after the appeal period has expired. A decision by the Planning Commission not to certify a Final EIR is not subject to an appeal. If the Planning Commission does not certify the EIR, it may not take action or make any recommendation with regard to the project. A Final EIR which is revised at the direction of the Planning Commission shall require another noticed public hearing.

Any person may file a written appeal of the Planning Commission's certification of the Final EIR with the Director of Planning, Building and Code Enforcement no later than 5:00 p.m. on the **third business day** following the certification of the EIR. The appeal must state the specific reasons that the Final EIR should not be found to be completed in compliance with CEQA. No appeal will be considered unless it is based on issues that were raised at the public hearing either orally or in writing prior to the public hearing. Upon receipt of a timely appeal, the Director shall schedule a noticed public hearing on the appeal of the Commission's certification of the Final EIR before the City Council.

ANALYSIS

II. Preparation and Review of an EIR and City Decision Making

A. Notice of Preparation

On May 15, 2002, the Director of Planning, Building and Code Enforcement sent a Notice of Preparation (NOP) to the State Clearinghouse, interested parties, and Responsible and Trustee Agencies as required by CEQA Guidelines Section 15082. The NOP contains a project description, project location, and probable environmental effects of the project. It is intended to solicit participation in determining the scope of the EIR. The NOP and responses to the NOP are contained at the beginning of the Technical Appendices to the Draft EIR. The Draft EIR may not be circulated until after the recipients have had 30 days to review the NOP.

B. Contents of the Draft EIR

The Draft EIR contains the contents required by Pub. Res. Code sec. 21002.1 and CEQA Guidelines 15143. The required contents include (1) a table of contents, (2) summary, (3) description of the proposed project, (4) environmental setting, significant environmental impacts of the project, and mitigation measures, (5) growth inducing impacts, (6) cumulative impacts, (7) alternatives to the proposed project including the No Project Alternative and identification of an environmentally superior alternative, and (8) significant unavoidable adverse impacts.

C. Lead Agency Responsibilities

A consultant prepared the Draft EIR with the assistance of subconsultants for the City of San Jose as the Lead Agency. Planning staff and representatives of the City Attorneys Office reviewed the

Administrative Draft EIR to exercise their independent judgement concerning the EIRs scope, content, and general CEQA adequacy. CEQA requires that, no matter who prepares the Administrative Draft EIR, the EIR must be subject to the Lead Agency's own review and analysis, and reflect the Lead Agency's independent judgement regarding the scope, content, and adequacy. The Lead Agency is responsible for the objectivity of the Draft EIR. At the time of EIR certification, the Planning Commission, or City Council on appeal, must make a specific written finding that the EIR reflects the independent judgement and analysis of the City of San Jose.

D. Public Notice and Review of a Draft EIR

On August 16, 2002, the Director of Planning, Building and Code Enforcement caused a Notice of Availability (NOA) to be published in the San Jose Mercury News and posted for review with the County Clerk. As required by Pub. Res. Code secs. 21092(b), 21092.6; CEQA Guidelines secs. 15087, 15105, the NOA contains (1) a project description and location, (2) identification of significant environmental impacts, (3) specification of the review period, (4) identification of the public hearing date, time, and place, (5) information about where the Draft EIR is available, (6) and whether the project site is a listed toxic site.

The Director filed a Notice of Completion (NOC) with the State Clearinghouse to coordinate the systematic review of the Draft EIR with State Agencies such as Caltrans. CEQA requires State Clearinghouse review of an EIR when a project, such as the Goble Lane Housing General Plan/Specific Plan Amendments, is of "statewide, regional, or area significance" by definition. The proposed project meets the definition as a General Plan amendment for which an EIR was prepared.

The Draft EIR was circulated for public review for 45 days beginning on August 16, 2002 and ending on September 30, 2002 as required by Pub. Res. Code sec. 21091 and CEQA Guidelines 15087 and 15105. The Draft EIR was available for review in the Department of Planning, Building and Code Enforcement, at the Martin Luther King Junior Main Library, and online on the Department's website. In addition, the Draft EIR was mailed to Federal and State Agencies, Regional and Local Agencies, and private organizations and individuals listed in Section I of the First Amendment to the Draft EIR.

E. Preparation of a Final EIR

CEQA requires the Lead Agency to prepare a Final EIR responding to all environmental comments received on the Draft EIR during the public review period and to certify the Final EIR before approving the project. The responses to comments on a Draft EIR must include good faith, well-reasoned responses to all comments received on the Draft EIR. In responding to comments, CEQA does not require a Lead Agency to conduct every test or perform all research, study, or experimentation recommended or demanded by commentors. CEQA only requires a Lead Agency to respond to significant environmental issues and does not need to provide all information requested by reviewers as long as a good faith effort at full disclosure is made in the EIR.

Three agencies and one organization commented on the Draft EIR. The City's responses to comments on the Draft EIR are contained in the First Amendment to the Draft Environmental Impact Report. The First Amendment and the Draft EIR constitute the Final EIR. As required by CEQA, the First Amendment contains (1) a list of persons, agencies, and organizations commenting on the

Draft EIR, (2) copies of comments received during the public review period of the Draft EIR, (3) the City's responses to those comments. The City provided a copy of its responses to each public agency and organization that submitted comments at least ten days prior to certifying the Final EIR in conformance with CEQA Guidelines Section 15089(b).

F. Recirculation of a Draft EIR

As a general rule, EIRs are circulated once for public review and comment. If "significant new information" is added to the EIR after the close of the public review period on the Draft EIR but before certification of the Final EIR, the Lead Agency must provide a second public review period and recirculate the Draft EIR for comments. Under CEQA Guidelines 15088(b), recirculation is required when new significant information identifies:

- (1) a new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented;
- (2) a substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance;
- (3) a feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project's proponents decline to adopt it; or
- (4) the Draft EIR was so fundamentally inadequate and conclusory in nature that meaningful public review and comment were precluded.

Recirculation of a Draft EIR is not required where the new information merely clarifies, amplifies, or makes minor modification to an adequate Draft EIR. Staff believes that none of the recirculation criteria have been met for the Final EIR. All new information that has been added to the Final EIR merely clarifies, amplifies, or makes minor modifications to the discussion and analysis in the Draft EIR.

G. Consideration of a Final EIR

A decision-making body is required to read and consider the information in an EIR before making a decision on the project. The City's administrative record on the proposed project must show that the Lead Agency reviewed and considered the Final EIR before acting on the project.

H. Certification of a Final EIR

Before approving the project, the Planning Commission must certify that the Final EIR was prepared in compliance with CEQA and was presented to the Lead Agency's decision-making body, which reviewed and considered the Final EIR before approving the project. In addition, the Planning Commission must certify that the EIR reflects the independent judgement and analysis of the City of San Jose.

Conclusion

The Goble Lane Housing General Plan/Specific Plan Amendments Final EIR meets the requirements of CEQA by disclosing the significant environmental effects of the project, identifying feasible ways

to mitigate the significant effects, and describing reasonable alternatives to the project. The Final EIR complies with the substantive and procedural requirements of the CEQA guidelines for projects of regional significance. The Final EIR has been completed in compliance with the requirements of CEQA. It also represents the independent judgement and analysis of the City of San Jose.

RECOMMENDATION

The Director of Planning, Building and Code Enforcement recommends the Planning Commission adopt a resolution to certify that:

1. The final EIR has been completed in compliance with CEQA;
2. The final EIR reflects the independent judgement and analysis of the City of San Jose; and
3. The Director of Planning, Building and Code Enforcement shall transmit copies of the Final EIR to the Applicant and to the decision-making body of the City of San Jose for the project.

for *Ron Eddow*
Stephen M. Haase, AICP, Director
Planning, Building and Code Enforcement

SH:re

Summary of Impacts and Mitigation Measures

Discussion of Potential Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
A. LAND USE Effects on existing residential uses: The proposed project would necessitate the removal of the existing mobile home community located on the project site.	S	The Applicant shall provide at least 54 units of low income housing as part of the first phase of construction.	LTS
Effects on open space: The project site does not contain any open space. The proposed project includes the creation of a two-acre park.	B	None necessary	B
B. POPULATION AND HOUSING Effects from population growth: The proposed project would provide housing for 2,747 persons. Conservatively assuming that the 2,747 residents of the new development move from outside of San Jose, the proposed project would represent approximately 2.3% of the City's approved population growth between now and 2010.	LTS	None necessary	LTS
Effects from displacement: The proposed project would entail the displacement of 54 dwelling units and approximately 179 persons from the project site.	S	The Applicant shall provide at least 54 units of low-income housing as part of the first phase of construction.	LTS
C. TRAFFIC AND TRANSPORTATION Effects on LOS: All study intersections would operate at acceptable LOS for the project conditions, with the	LTS	None necessary	

B - Beneficial Impact
S - Significant Impact

N - No Impact
SU - Significant Unavoidable Impact

LTS - Less than Significant Impact
TBD - To be determined

Discussion of Potential Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
exception of the Senter Road/Capitol Expressway intersection. This intersection is currently operating at LOS E+ during the P.M. peak hour, and the proposed project would increase P.M. peak hour delays at this intersection by only 0.2 seconds.			
Effects on parking: The proposed project would provide the required amount of parking.	N	None necessary	N
Effects on alternative transportation: With a transit mode share of one to two percent, the proposed project would generate 5 to 10 peak-hour transit trips each weekday. The study intersections are currently signalized and equipped with pedestrian crossing signals and crosswalks.	LTS	None necessary	LTS
D. AIR QUALITY			
Effects related to conflict with or obstruct implementation of the applicable air quality plan:	S	There is no mitigation available to reduce this impact to a less-than-significant level.	SU
The Revised San Francisco Bay Area Ozone Attainment Plan is based on regional development projections. These projections do not include development of the project site with residential uses. As a result, the project would not be consistent with the Attainment Plan.			
Effects from violation of an air quality standard: The proposed project would not violate any air quality standards	LTS	None necessary	LTS
Effects related to a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment: The proposed project would not cause a cumulatively considerable net increase in ROG, NO, or PM10.	LTS	None necessary	LTS

B - Beneficial Impact
S- Significant Impact

N - No Impact
SU - Significant Unavoidable Impact

LTS - Less than Significant Impact
TBD - To be determined

Discussion of Potential Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
Effects on sensitive receptors from dust: Dust from demolition and construction could impact sensitive receptors.	S	Dust control measures would be applied during demolition and construction.	LTS
Effects on sensitive receptors from diesel exhaust: The proposed project would lead to an increase in residents exposed to diesel exhaust from the adjacent Raisch plant.	S	No mitigation available, except for site reconfiguration (to be explored as an alternative).	SU
Effects from odors: The proposed project would lead to an increase in residents exposed to odors from the adjacent Raisch plant.	S	No mitigation available, except for site reconfiguration (to be explored as an alternative).	SU
E. NOISE			
Effects of noise in excess of standards: The proposed project would expose persons to noise levels in excess of standards established in the City of San Jose General Plan.	S	<ul style="list-style-type: none"> A 12-foot sound wall shall be constructed along the western boundary of the site adjacent to the railroad tracks. Construction of the soundwall would reduce the DNL outside the units along the western property line to 65 dB. To assure that interior noise levels do not exceed a DNL of 45 dB, all the units on the site shall include mechanical ventilation to allow the windows to remain closed at the resident's option. Sound rated windows shall be required adjacent to the railroad tracks, the materials processing facility, and Monterey Road. It is likely that STC ratings of up to 40 could be required in units closest to the railroad, depending on the final architecture. 	LTS
Effects from vibration: The adjacent UP/SP railroad tracks would cause a significant level of vibration for residents in proximity to the line.	S	The Applicant shall utilize techniques to ensure that vibration levels do not exceed the 80 VdB criteria. Techniques available for reducing ground vibration include the construction of a deep trench or the use of elastomeric building pads. Techniques shall be included in the Final Site Design to be assessed by the City of San Jose.	LTS

B - Beneficial Impact
S - Significant Impact

N - No Impact
SU - Significant Unavoidable Impact

LTS - Less than Significant Impact
TBD - To be determined

Discussion of Potential Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
Effects related to project-related increase in permanent ambient noise levels: Calculations indicate that in all cases the project would result in noise level increases of less than 1 dB.	LTS	None necessary	LTS
Effects related to project-related increase in temporary ambient noise levels: The project could cause significant increases in temporary noise levels during construction.	S	<ul style="list-style-type: none"> Construction shall be limited to the hours of 7:00 AM to 7:00 PM on weekdays, and 9:00 AM to 5:00 PM on Saturdays, with no noise-generating construction on Sundays or holidays. All internal combustion engine-driven equipment shall be equipped with mufflers which are in good condition and appropriate for the equipment. "Quiet" models of air compressors and other stationary noise sources shall be utilized where technology exists. Stationary noise-generating equipment shall be located as far as possible from sensitive receptors when sensitive receptors adjoin or are near a construction project area. Unnecessary idling of internal combustion engines shall be prohibited. A "noise disturbance coordinator" shall be designated. This coordinator shall be responsible for responding to any local complaints about construction noise. The disturbance coordinator shall determine the cause of the noise complaints (e.g., starting too early, bad muffler, etc.) and institute reasonable measures warranted to correct the problem. The Applicant shall conspicuously post a telephone number for the disturbance coordinator at the construction site. 	LTS
F. HYDROLOGY AND WATER QUALITY			

B- Beneficial Impact
S- Significant Impact

N - No Impact
SU - Significant Unavoidable Impact

LTS - Less than Significant Impact
TBD - To be determined

Discussion of Potential Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
Effects from flooding: The proposed project is not located within the 100-year flood zone.	N	None necessary	N
Effects from degradation or depletion of water resources: The project site is currently developed with industrial uses that may contaminate ground water, although infiltration levels are low, as the site is covered largely with impervious surfaces or tightly compacted dirt. The proposed project would remove these industrial uses, thereby improving the quality of groundwater. The project would increase landscaped areas, which are conducive to groundwater recharge, and could increase overall groundwater infiltration. Groundwater on the project site would not be utilized, as the site would be provided with water by the Santa Clara Valley Water District.	B	None necessary	B
Effects on stormwater runoff: Although the proposed project would increase landscaped areas, it could also increase the amount of impervious surface area on the project site.	S	Before the submittal of the Final Development Plan, the Applicant shall undertake a study of potential stormwater runoff from the proposed project. This study shall be reviewed by the City of San Jose's Public Works Department. If the study determines that the proposed project would not increase stormwater runoff, then no further mitigation would be required. If the study determines that the proposed project would increase stormwater runoff, then design features would be included into the final site design to ensure that no net increase in stormwater runoff would occur. The design features chosen would be up to the discretion of the Applicant, and may include additional landscaping, water retention and infiltration areas, etc. The City's Public Works determine shall review these measures and to ensure that no net increase in stormwater runoff would occur.	LTS
Effects from polluted runoff: The proposed project would	B	None necessary	B

B - Beneficial Impact
S - Significant Impact

N - No Impact
SU - Significant Unavoidable Impact

LTS - Less than Significant Impact
TBD - To be determined

Discussion of Potential Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
implement Best Management Practices, in conformance with the NPDES. This would be an improvement from existing conditions, as the light industrial facilities currently on the site are not subject to NPDES.			
G. UTILITIES AND SERVICE SYSTEMS			
Effects on water supply, sewers, water treatment, solid waste: To be determined: The Applicant is gathering will-serve letters from the appropriate service providers.	TBD		TBD
Effects related to solid waste regulations: the proposed project will comply with all solid waste regulations.	LTS	None necessary	LTS
H. AESTHETICS			
Effects on a scenic vista: There is no designated scenic vista in the vicinity. The project would not affect views from Communications Hill.	LTS	None necessary	LTS
Effects on visual character of the site: The project would replace one-story residential mobile homes, concrete and steel framed commercial and industrial buildings, and a mechanical equipment and auto storage yard with new 2 1/2- and four-story residential townhomes and apartments buildings and landscaping.	B	None necessary	B
Effects from light and glare: Construction hours would be limited to between 7am and 7pm. The project would conform to the City's adopted Residential Design Guidelines, which includes requirements to minimize light and glare.	LTS	None necessary	LTS
Effects from shadows: The development on the project site would also be sufficiently set back from Chateau La Salle and the proposed park, so that it would not cause substantial amounts of shadow to occur on this public area.	LTS	None necessary	LTS

B- Beneficial Impact
S- Significant Impact

N - No Impact
SU - Significant Unavoidable Impact

LTS - Less than Significant Impact
TBD - To be determined

Discussion of Potential Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
I. HAZARDS AND HAZARDOUS MATERIALS			
Effects from the routine use, transport, and disposal of hazardous materials: The project will comply with all applicable requirements.	LTS	None necessary	LTS
Effects from soil and groundwater contamination: Concentrations of metals, petroleum hydrocarbons for gas, motor oil, and diesel, and pesticides were reported in some of the samples collected on the site. The presence of such chemicals could result in the potential for exposure of construction workers and possibly, contaminated airborne dust migrating off-site to affect adjacent land users.	S	<ul style="list-style-type: none"> Sites identified as containing contaminated soils shall be excavated in accordance with California Occupational Safety and Health Administration (OSHA) Title 8 requirements and California Environmental Protection Agency requirements for handling hazardous materials. These materials may be transported to a waste management or encapsulated on the site beneath planned landscape areas. A soil management plan shall be prepared. This plan shall include contingencies in the event redevelopment activities encounter other localized areas of soil impact. 	LTS
Effects from asbestos and lead-based paint: Since most of the buildings on the site were built prior to 1980, asbestos-containing materials (ACMs) and lead-based paint may be present in any or all of them. Demolition of these buildings would likely release these materials into the air.	S	Prior to issuance of a demolition permit, the Applicant shall submit to the City of San Jose proof of compliance with all state regulations regarding the removal of asbestos and lead-based paint.	LTS
J. BIOLOGICAL RESOURCES			
Effects to burrowing owls: while no evidence of burrowing owls was observed on the site, pressure on remaining habitat throughout Santa Clara County increases the likelihood that the owls may occupy even marginal property in the future, such as the undeveloped southeast portion of the site. Some of the other Special Status animal species that may be occasional visitors, migrants, or transients to the site include the falcon, merlin and Cooper's Hawk. However,	S	Pre-construction surveys for burrowing owls shall be completed prior to any development. These surveys shall follow California Department of Fish and Game protocols and shall ensure that no burrowing owls have moved onto the site. Pre-construction surveys shall be conducted no more than 30 days prior to the start of site grading. As the proposed project would be constructed in phases, a new survey shall be constructed for each new area developed. If breeding burrowing owls are located on or immediately adjacent to	LTS

B - Beneficial Impact
S - Significant Impact

N - No Impact
SU - Significant Unavoidable Impact

LTS - Less than Significant Impact
TBD - To be determined

Discussion of Potential Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
implementation of the proposed project is not expected to interfere with the breeding success of these species, because the developed and ruderal habitats that would be lost upon development of the site are still regionally abundant.		the survey area (breeding season generally runs between February and August), a construction-free buffer zone of 250 feet shall be erected around the active burrow. This buffer zone shall be remain in effect until young birds have fledged (i.e., learned to fly and leave the nest). If burrowing owls are resident during non-breeding season (generally September through January), a qualified ornithologist in consultation with the California Department of Fish and Game would ensure that measures to avoid harm to the birds are taken prior to grading.	
Effects on other special status species: Some of the other Special Status animal species that may be occasional visitors, migrants, or transients to the site include the falcon, merlin and Cooper's Hawk. However, implementation of the proposed project is not expected to interfere with the breeding success of these species, because the developed and ruderal habitats that would be lost upon development of the site are still regionally abundant.	LTS	None necessary	LTS
Effects on riparian habitat and/or wetlands: There is no riparian habitat or wetlands located within the project corridor (This represents the situation right now. CSI, please provide additional information you have on wetlands on the site).	LTS	None necessary	LTS
Effects on migratory species: Large trees on the site (e.g., palms, pine, and pepper) are or may in the future serve as nesting sites for barn owls, red-shouldered hawks, Cooper's hawks, or other raptors. Construction disturbance near raptor nests can result in the incidental loss of fertile eggs or nestlings, or otherwise lead to nest abandonment.	S	Pre-construction surveys for raptors shall be completed prior to any development. These surveys shall follow California Department of Fish and Game protocols and shall ensure that no raptors are nesting on the project site. Pre-construction surveys shall be conducted no more than 30 days prior to the start of site grading and/or tree removal. As the proposed project would be constructed in phases, a new survey shall be constructed for each new area	LTS

B- Beneficial Impact
S- Significant Impact

N - No Impact
SU - Significant Unavoidable Impact

LTS - Less than Significant Impact
TBD - To be determined

Discussion of Potential Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
Effects on trees: 18 ordinance-sized trees were identified on the site. The proposed project would probably require the removal of some of these trees. The specific impacts to trees from future development would depend on final site design.	S	The final site design shall preserve as many ordinance-sized trees as feasible. Loss of ordinance-sized trees shall be mitigated by conformance with the City of San Jose's landscaping guidelines, which require removed trees to be replaced at a minimum ratio of 4:1, with trees in containers of 24-inches or larger.	LTS
K. CULTURAL RESOURCES Effects on historic, prehistoric, paleontological resources, or human remains: There are no historic resources on the project site. Previously unknown prehistoric, paleontological resources, or human remains may be discovered during construction.	S	In accordance with CEQA Section 15064.5, should previously unidentified resources be discovered during construction, the Applicant is required to cease work in the immediate area until such time as a qualified historical archaeologist and the City of San Jose can assess the significance of the find and make mitigation recommendations, if warranted. To achieve this goal, the contractor shall ensure that all construction personnel understand the need for proper and timely reporting of such finds, and the consequence of any failure to report them.	LTS
L. PUBLIC SERVICES Effects to fire or police: To be determined	TBD		TBD
Effects on schools: Implementation of the proposed project would result in significant increases in school children	LTS	None necessary	LTS

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TBD - To be determined

Discussion of Potential Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
attending the public schools identified. State law requires that impacts to schools are mitigated through payment of fees. As discussed above, in San Jose, residential development project applicants can either negotiate directly with the affected school district(s), or they can make a "presumptive payment" of \$1.93 per square foot for multi-family units.			
M. GEOLOGY AND SOILS			
Effects from faults: There are no fault lines running through the project site.	N	None necessary	N
Effects from expansive soils, groundshaking, and liquefaction: The project site does not present an unusual risk related to expansive soils, groundshaking or liquefaction that cannot be adequately reduced through the use of typical engineering design techniques.	LTS	None necessary	LTS
Effects from soil erosion: The topography of the proposed project site is flat and not subject to substantial soil erosion. The implementation of the Stormwater Pollution Prevention Plan would ensure that significant stormwater-related erosion would not occur.	LTS	None necessary	LTS
N. RECREATION			
Effects to existing parks: The proposed project would be required to conform to the Parkland Dedication Ordinance and Parkland Impact Ordinance, thereby ensuring that substantial physical deterioration of parks would not occur.	LTS	None necessary	LTS
CUMULATIVE IMPACTS			

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TBD - To be determined

Discussion of Potential Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
Effects from cumulative population growth: Therefore, the cumulative population growth would represent 2.8% of the approved growth in San Jose between now and 2010.	LTS	None necessary	LTS
Effects from cumulative traffic: There would be a cumulatively significant increase in traffic at the Monterey Road/Curtner Avenue intersection	S	With mitigation, the Monterey Road/Curtner Avenue intersection would operate at acceptable levels of service under all scenarios and the impact would be reduced to a less than significant level. However, a significant amount of additional right-of-way along the southbound and westbound approaches to the intersection would be required to implement this mitigation measure.	SU
Effects on cumulative air quality: the combined effect of cumulative development would exceed the BAAQMD significance thresholds for ROG.	S	<p>The Bay Area Air Quality Management District CEQA Guidelines identify the following additional measures that could be applied to the proposed project:</p> <ul style="list-style-type: none"> • Provide transit facilities, e.g., bus bulbs/turnouts, benches, shelters, etc. • Provide shuttle service to regional transit system to multimodal center. • Provide shuttle service to major destinations such as employment centers, shopping centers, schools. • Provide bicycle lanes and/or paths connected to community-wide network. <p>The above measures would further reduce project air quality impacts by a few percent.</p>	SU

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LTS - Less than Significant Impact
TBD - To be determined



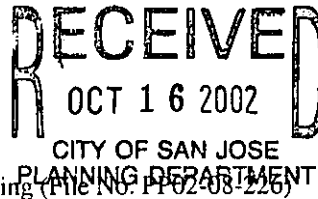
Gray Davis
GOVERNOR

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse



Tal Finney
INTERIM DIRECTOR

October 8, 2002



To: Reviewing Agencies

Re: Globe Lane Planned Development Rezoning (File No. PP02-08-226)
SCH# 2002102040

Attached for your review and comment is the Notice of Preparation (NOP) for the Globe Lane Planned Development Rezoning (File No. PP02-08-226) draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Susie Pineda
City of San Jose
801 North First Street
San Jose, CA 95110-1795

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Gregoria Garcia
Project Analyst, State Clearinghouse

Attachments
cc: Lead Agency

**Document Details Report
State Clearinghouse Data Base**



SCH# 2002102040
Project Title Globe Lane Planned Development Rezoning (File No. PP02-08-226)
Lead Agency San Jose, City of

Type NOP Notice of Preparation

Description The objective of the proposed project is to provide housing opportunities of relatively high densities at an infill location in San Jose which is adjacent to an existing transit corridor. The project would meet this objective by rezoning the project site from R-MH Residential Mobilehome Park, HI Heavy Industrial, & LI Light Industrial to A(PD) Planned Development Zoning to allow the construction of 680 for rent apartments, 150 for-sale townhomes, 17,700 square feet of retail, and a two-acre public park. The buildings would range from 2 1/2 to 4 stories in height with surface and underground parking. The project would require the demolition of existing uses on the site, including commercial and industrial uses and a 54-mobile home park.

Lead Agency Contact

Name Susie Pineda
Agency City of San Jose
Phone 408-277-4576 **Fax**
email
Address 801 North First Street
City San Jose **State** CA **Zip** 95110-1795

Project Location

County Santa Clara
City San Jose
Region
Cross Streets Monterey Road (Highway 82) and Goble Lane
Parcel No. 455-09-003,010,030,031,034,035,038, 043
Township **Range** **Section** **Base**

Proximity to:

Highways 82
Airports
Railways UP/SPRR
Waterways
Schools San Jose Unified
Land Use Commercial and Industrial Uses and a 54-mobile home park community
HI Heavy Industrial, LI Light Industrial, R-MH Residential Mobilehome
Single Family Detached Residential, Combined Industrial/Commercial, and Heavy Industrial

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Geologic/Seismic; Noise; Population/Housing Balance; Public Services; Other Issues; Traffic/Circulation; Vegetation; Water Quality; Wildlife; Landuse

Reviewing Agencies Resources Agency; Department of Conservation; Office of Historic Preservation; Department of Parks and Recreation; Department of Health Services; Department of Fish and Game, Region 3; Native American Heritage Commission; Public Utilities Commission; State Lands Commission; Caltrans, District 4; Department of Housing and Community Development; Air Resources Board, Major Industrial Projects; State Water Resources Control Board, Division of Water Quality; Department of Toxic Substances Control; Regional Water Quality Control Board, Region 2

Date Received 10/08/2002 **Start of Review** 10/08/2002 **End of Review** 11/06/2002

Note: Blanks in data fields result from insufficient information provided by lead agency.

NOP Distribution List

County: San Francisco

State: California

SCH#

2002102040

Resources Agency

☒ Resources Agency
Nadell Gayou

☐ Dept. of Boating & Waterways
Bill Curry

☐ California Coastal Commission
Elizabeth A. Fuchs

☒ Dept. of Conservation
Roseanne Taylor

☐ Dept. of Forestry & Fire Protection
Allen Robertson

☒ Office of Historic Preservation
Hans Kreuzberg

☒ Dept. of Parks & Recreation
B. Noah Tilgman

☐ Environmental Stewardship Section

☐ Reclamation Board
Pam Bruner

☐ S.F. Bay Conservation & Dev't. Comm.
Steve McAdam

☐ Dept. of Water Resources
Resources Agency
Nadell Gayou

Health & Welfare

☒ Health & Welfare
Wayne Hubbard
Dept. of Health/Drinking Water

Food & Agriculture

☐ Food & Agriculture
Steve Shaffer
Dept. of Food and Agriculture

Fish and Game

☐ Dept. of Fish & Game
Scott Flint
Environmental Services Division

☐ Dept. of Fish & Game 1
Donald Koch
Region 1

☐ Dept. of Fish & Game 2
Banky Curtis
Region 2

☒ Dept. of Fish & Game 3
Robert Floetke
Region 3

☐ Dept. of Fish & Game 4
William Laudermilk
Region 4

☐ Dept. of Fish & Game 5
Don Chadwick
Region 5, Habitat Conservation Program

☐ Dept. of Fish & Game 6
Gabrina Gatchel
Region 6, Habitat Conservation Program

☐ Dept. of Fish & Game 6 IM
Tammy Allen
Region 6, Inyo/Mono, Habitat Conservation Program

☐ Dept. of Fish & Game M
Tom Napoli
Marine Region

Independent Commissions

☐ California Energy Commission
Environmental Office

☒ Native American Heritage Comm.
Debbie Treadway

☒ Public Utilities Commission
Ken Lewis

☐ State Lands Commission
Betty Silva

☐ Governor's Office of Planning & Research
State Clearinghouse Planner

☐ Colorado River Board
Gerald R. Zimmerman

☐ Tahoe Regional Planning Agency (TRPA)
Lyn Barnett

☐ Office of Emergency Services
John Rowden, Manager

☐ Delta Protection Commission
Debby Eddy

☐ Santa Monica Mountains Conservancy
Paul Edelman

Dept. of Transportation

☐ Dept. of Transportation 1
Mike Eagan
District 1

☐ Dept. of Transportation 2
Don Anderson
District 2

☐ Dept. of Transportation 3
Jeff Pulverman
District 3

☒ Dept. of Transportation 4
Jean Finnery
District 4

☐ Dept. of Transportation 5
David Murray
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☐ Dept. of Transportation 6
Marc Birnbaum
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☐ Dept. of Transportation 8
Linda Grimes,
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☐ Dept. of Transportation 9
Katy Walton
District 9

☐ Dept. of Transportation 10
Tom Dumas
District 10

☐ Dept. of Transportation 11
Bill Figgie
District 11

☐ Dept. of Transportation 12
Bob Joseph
District 12

Business, Trans & Housing

☒ Housing & Community Development
Cathy Creswell

☐ Housing Policy Division

☐ Caltrans - Division of Aeronautics
Sandy Hesnard

☐ California Highway Patrol
Lt. Julie Page

☐ Office of Special Projects
Ron Helgeson

☐ Dept. of Transportation
Caltrans - Planning

☐ Dept. of General Services
Robert Slepky
Environmental Services Section

Air Resources Board

☐ Airport Projects
Jim Lerner

☐ Transportation Projects
Kurt Karpelos

☒ Industrial Projects
Mike Tollstrup

☐ California Integrated Waste Management Board
Sue O'Leary

☐ State Water Resources Control Board
Diane Edwards

☐ Division of Clean Water Programs

☒ State Water Resources Control Board
Greg Frantz
Division of Water Quality

☐ State Water Resources Control Board
Mike Falkenstein
Division of Water Rights

☒ Dept. of Toxic Substances Control
CEQA Tracking Center

☐ Regional Water Quality Control Board (RWQCB)

☐ RWQCB 1
Cathleen Hudson
North Coast Region (1)

☒ RWQCB 2
Environmental Document Coordinator
San Francisco Bay Region (2)

☐ RWQCB 3
Central Coast Region (3)

☐ RWQCB 4
Jonathan Bishop
Los Angeles Region (4)

☐ RWQCB 5S
Central Valley Region (5)

☐ RWQCB 5F
Central Valley Region (5)
Fresno Branch Office

☐ RWQCB 5R
Central Valley Region (5)
Redding Branch Office

☐ RWQCB 6
Lahontan Region (6)

☐ RWQCB 6V
Lahontan Region (6)
Victorville Branch Office

☐ RWQCB 7
Colorado River Basin Region (7)

☐ RWQCB 8
Santa Ana Region (8)

☐ RWQCB 9
San Diego Region (9)